NATS PACKET

PHILIPPINE WELCOME

NAVAL AIR TRANSPORT SERVICE COMMAND, PACIFIC WING

APRIL 1945

IN tribute to our late and great Commander-in-Chief, Franklin Delano Roosevelt, whose passing---in his hour of triumph---is mourned by the highest and most humble throughout the entire world.

Of his many monuments, the United States Navy stands out as the most typical of his vigor and character---his fulfilled desire to see America kept free and tyranny crushed.

The sincerest tribute we may pay our departed President is to push ahead to final victory and a lasting peace that will stand forever as a memorial to the principles for which he gave his great life.

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EDITOR: REAU E. FOLK, JR., CY

STAFF: H. C. Knox, AMM3c, L. J. Bause, Ptr2c, Alfred Dupont, PtrV1c, George Happy, PhoM1c, Wallace Hulse, PhoM3c, and Charles Tasso, S1c.

PRINTERS: J. S. Hodes, PrtrL2c, D. R. Metcalf, PrtrL1c, W. R. Brown, SpP(LB)3c, C. H. Zehner, Prtr1c.

CONTRIBUTORS THIS ISSUE: Lt.(jg) Marvin Miles, Ensign W. A. Lashley, Lt.(jg) M. W. Englund, Lt.(jg) Richard Goff, Lieut. J. W. James, Lieut. Robb White, Frank O'Connor, Y1c, Franklin E. Hicks, SpA1c, Robert M. Garrick, Y1c, B. L. Black, AMM1c, Dale Kaiser, ART1c, John B. Strack, PhoM1c.

OFFICER IN CHARGE: ENSIGN VOIT GILMORE

APRIL 1945

NATS PACKET

"NATS-MANILA"---The Command's most forward station. The *office* has just been blown down by propwash.

NATS FOLLOWS THE FIGHTING

REGULAR SCHEDULES NOW TO MANILA, MINDORO, SAMAR

AS APRIL BEGAN, NATS-Pacific was swarming over the Philippines. Its newly combined transport and evacuation operations were geared to follow on the heels of every fast-moving Pacific invasion---right to Tokyo itself.

Skymasters of VR-11 were hauling ton after ton down the main road to victory: Oakland to Honolulu to Johnston to Kwajalein to Guam to Samar. VR-13 Skytrains were making scheduled and non-scheduled calls at newly won airstrips throughout Luzon, Mindoro and Samar. Soon VR-2 flying boats, now busy with urgent loads for Saipan, may be putting in regularly at or near Manila.

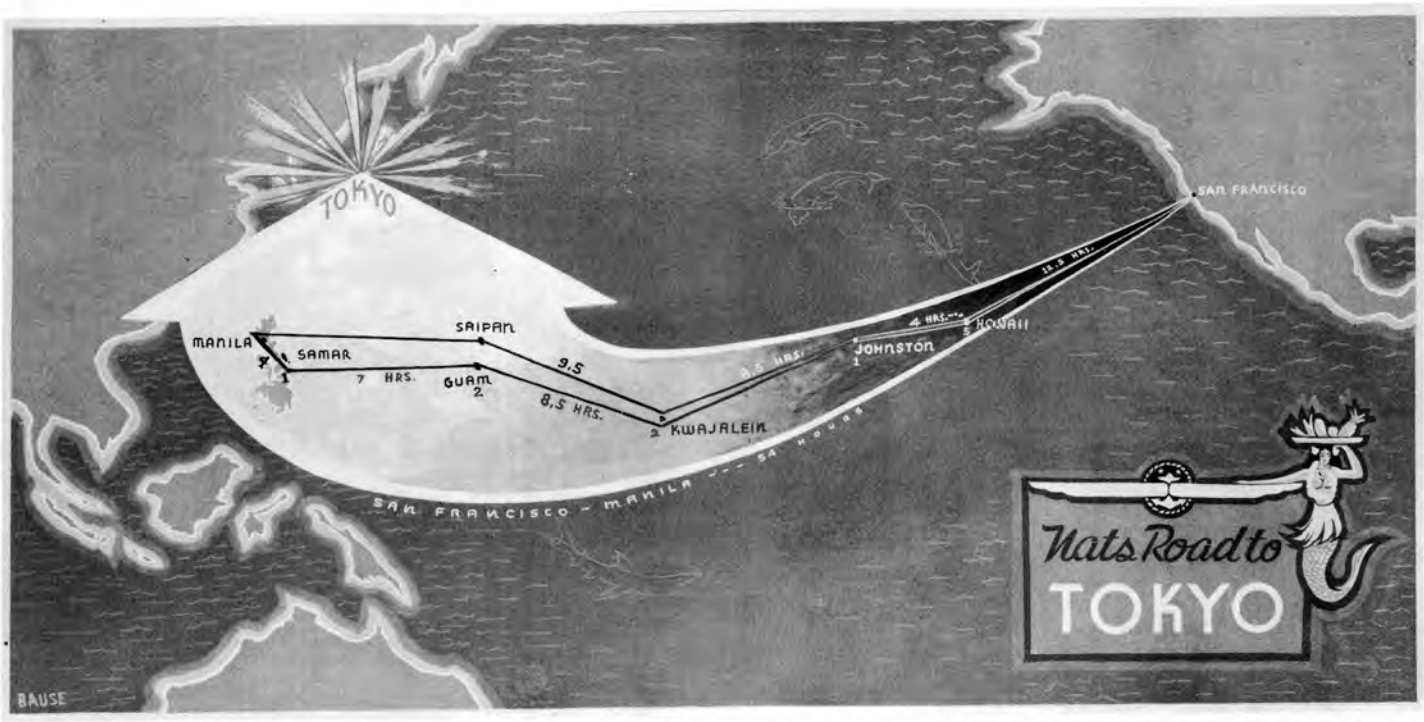
On initial flights into various parts of the Philippines during March, NATS crews saw and smelled dead Japs that there had been no time to remove. Happy, liberated Filipinos were busy filling runway bomb craters and patching up demolished hangars and servicing facilities. When Comdrs. C. F. Luethi (of ComNATS staff) and J. E. Harlin (ComNATS Pac chief staff officer) made an inspection trip, conditions were still rugged, but order was being pulled out of chaos.

MOST FORWARD STATION

Lt. (jg) J. L. Burress of VR-13 set up the most forward NATS station at Nichols Field near Manila. In fact, he set it up several times a day. His fragile tent was blown down repeatedly by gusts of wind from planes on a nearby runup strip.

Pacific Wing schedules for April showed clearly how closely NATS is fitting into the over-all Pacific war strategy. R5D service between Honolulu and Samar is stepped up to three round trips daily, with an additional five Honolulu-Guam round trips every 24 hours. PB2Y-5R service between Honolulu and Saipan is up to three round trips per day. R4Ds are making four Manus-Manila-Manus flights daily.

On each trip, fighting men and materiel are moving westward; and the wounded, weary and liberated eastward. In



ROAD TO TOKYO---In 55.5 hours, a mere two and one-third days, NATS can rush urgent passengers and materiel from San Francisco to Manila. This NATS Packet map shows scheduled flying times and layover periods for VR-2, VR-11 and VR-13.

contrast, the SoPac, now thousands of miles from the principal fighting, is further de-emphasized. NATS operations into Sydney, Auckland and Suva are discontinued. Trips into Manus, Guadalcanal, Espiritu, Noumea and Tarawa are reduced.

TOKYO AHEAD!

But much as the Philippines held the center of the NATS stage this month, everyone knew---Hirohito most of all---that they were but a stepping stone to new operations. The Army high command, eyeing V-E day, talked of moving whole armies from the European theatre to the Far Pacific.

Secretary of the Navy Forrestal bluntly summed up the task ahead. Said he: "The United States and its allies in the far eastern war will have to defeat upwards of 5,000,000 Japanese troops on a battleground of Japan's own choosing."

And so whatever his billet from now until victory over Japan, every NATSman can be sure there will be nothing dull about it. New stations are being opened and expanded so rapidly, and others closed with equal speed, that schedule-makers and supply men are gasping for breath. "How about a tour in China?" is the question of many a map-watcher.

From every quarter it is more certain than ever that as prime air mover for the world's largest navy, NATS-Pacific has a tremendous job in the offing. As mobile units of the Pacific fleet, NATSPac squadrons are watchfully waiting for the signal to go with invasion forces into the heart of the enemy's vast territory. For wherever goes the fighting, NATS will be there.

YOUNGEST NATSMAN---Inevitably, 'Little Joe' became the name of this happy little Filipino who eagerly signed up to do anything and everything for the 'NATS-Manila' staff. Here he makes the acquaintance of Comdr. C. F. Luethi, touring representative of ComNATS staff.

NATS ADDS EIGHTH SQUADRON

NATS-PACIFIC HAS ADDED an eighth squadron---VRE-1---and now is prepared to combine its entire Pacific transport fleet for mass evacuation of wounded in campaigns yet to come. The new squadron is a combination of all Navy air evacuation services which have operated heretofore in the Pacific.

Comdr. Jack W. Thornburg, first skipper of VR-13 and more recently skipper of VR-3, will command VRE-1. It will base in the Marianas Islands and operate both land- and seaplanes until standardized with a fleet of R5D Skymasters.

To assure flexibility and efficiency of operations, the air evacuation planes will be utilized to transport passengers, cargo and mail when there are no wounded to be carried. Conversely, the planes of other squadrons can be diverted from regular eastbound operations to help VRE-1 planes as mounting offensives increase air evacuation loads.

Not only will VRE-1 operations be closely integrated with Pacific Wing schedules---especially those of VR-11, NATSPac's Skymaster squadron---but it will use the Wing's extensive maintenance facilities and stepping-stone island units across the Pacific.

NATS' eighth squadron is being formed from air evacuation squadrons VE-1, VE-2 and VE-3, which will be decommissioned as units under ComFwdArea. Personnel of these three squadrons will comprise the major portion of the VRE-1 complement.

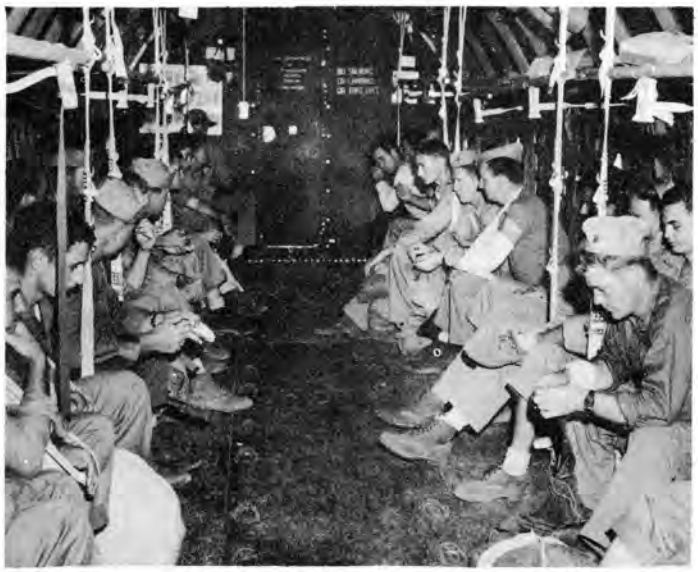
Comdr. Thornburg will serve collaterally as acting commander of the new Air Evacuation Group, which includes VRE-1 and a headquarters staff for the administration of medical personnel, including doctors, hospital corpsmen and air evacuation nurses under the direction of Captain Leon D. Carson, USN, senior flight surgeon.

VE-1 and VE-2 have been based in the Marianas, using both land- and seaplanes to evacuate wounded from forward areas. VE-3 has been training in Oakland.

VE-1, commanded by Lt. Comdr. L. B. Powell, has been delivering wounded to Honolulu at the rate of 600 a month with a small fleet of Coronados.

VE-2 has shuttled more than 2000 wounded men, mostly Marines from Iwo Jima, between islands in the Marianas group, using R4D Skytrains.

NAVY NURSES RESCUED---Dressed in Army uniforms, the only kind available when they were freed after nearly three years of Jap imprisonment at Santo Tomas, Manila, 11 Navy nurses, the first to be flown out of the Philippines by NATSPac, are greeted by old medical corps acquaintances as they pass through NAS, Honolulu, on their way stateside.



NATSPAC'S NEWEST JOB---VRE-1, which became NATS-Pacific's eighth squadron in March, is dedicated to the evacuation of wounded fighting men from forward areas. The Marines shown here were in the first attack on Iwo Jima. All are walking wounded, shrapnel or burn cases. In this scene, they are en route from Guam to Honolulu on an R5D.

STRETCHER CASES REACH HONOLULU---An ambulance is at the end of the seaplane pier, and it is but a matter of minutes until this Marine will be receiving the finest hospital attention. Whereas flying boats such as this Coronado were used by VE-1, a predecessor of VRE-1, the latter will do its principal work with litter-equipped R5Ds.

AERO STORES

NATSPAC'S 'SEARS ROEBUCK' HANDLES 4000 ITEMS A DAY

THE SEARS ROEBUCK of NATS-Pacific is Aero Stores---a department of VR-10 that does an over-the-counter and mail-order business of 4000 items a day, furnishing almost any part of an R5D or a PB2Y-5R, from a quarter-inch screw to a 28-foot wing flap.

The primary purpose of this department, which operates on a 24-hour schedule in the nose hangar at NAS, Honolulu, is to keep on hand, for immediate issue, maintenance parts on constant demand. These items amount to about 80 percent of the total parts of an R5D or a PB2Y-5R, with the remaining 20 percent stored by the NAS Supply Department for delivery on order.

The key to maintaining an adequate supply of parts for immediate use is the Aero Stores perpetual inventory system, which at a glance provides all data pertaining to stock on hand, quantity on order, and past rates of issue. In a recent month, the demand for R5D parts tripled, yet Aero Stores was not caught off guard. Through careful watch on the rates of issue of its 15,000 items, it had anticipated the surge in demand and was prepared.

EMERGENCIES

Emergencies do arise, however, in spite of careful planning. When two or more planes need the same part, the ship in most urgent need is given precedence. Aero Stores will not hesitate to cannibalize a plane undergoing repair to keep another on schedule.

Under direction of the VR-10 Supply Officer, Lieut. L. R. Smith, Aero Stores is staffed by more than 50 men, with Lieut. Paul Escoe in charge. W. A. Carpenter, CSK, aided by T. H. Canfield, SKV2c, is in charge of the storeroom; and C. A. Wolff, CSK, is in charge of the office and records.

Ten men in the office take care of records and files, and four men on each of three shifts handle chits over the counter. Over 4000 items are issued each day.

SPECIALISTS

Supplementing the Stores personnel is a force of trained specialists in electrical items, screws and bolts, engine parts, engine accessories, aircraft instruments, and major and minor structural spares for Consolidated and Douglas products. There are several departments to handle such specialized work as the care and shipment of the 30,000-odd spark plugs used each month.

Maintaining a supply of R5D parts is Aero Stores' biggest job. Stock kept on hand is ordered direct from the NATS Material Control Section on the West Coast. This requires constant replenishing. However, when the new nose hangar at NAS, Honolulu, is completed this spring, Aero Stores will acquire space sufficient not only to maintain a much larger local stock, but also to have separate stores units for landplane and seaplane parts.

Scarcely 15 months ago Aero Stores consisted of only 12 storekeepers and six truckloads of parts received from Ford Island. Today, in contrast, that amount of material could be shipped out to forward units and hardly missed from the stockrooms. That's the pace of NATSPac's growth.

CHECKING OUTGOING ORDERS---Getting the right part to the right place becomes big business when 4000 items are involved daily. In this section of VR-10's Aero Stores W. A. Carpenter, CSK (center), aided by Ray Pletcher, SKV3c (left), and Tom Canfield SKV2c, checks outgoing orders.

NATSPAC PIONEERS IN JATO

THE PIONEER jet-assisted take-off of a regularly scheduled transport flight was made in late March by VR-2 on an Alameda-Honolulu round-trip flight. Spouting an eerie streak of yellow flame and trailing greyish-white smoke as though twin comets were attached to her, the Coronado, commanded by Lieut. William Fuller, took to the air in about half the time of a normal run. Moreover, on the midnight departure from Honolulu, the gross weight was well above the average.

One jet is secured to each wing, just aft of the inboard engine. Cut in when the engines reach high manifold pressure, the jets give added drive to the take-off power. After use, the cylinders are released to automatically parachute down for recovery by ground crews.

NATSPac's JATO-equipped PB2Y-5R was given tests early in March at San Diego by Lieut. Fuller, engineering test pilot for VR-2. His experimental work represents an an important NATS contribution to aviation's use of jet equipment on multi-engine aircraft.

COCONUT COLLEGE

NATSMEN LEARN SURVIVAL BY NATIVE ART

FOR THE CASTAWAY who knows the variety of uses of the coconut tree, there is more than mere existence on a lonely Pacific island, as any student of Honolulu's famed "Coconut College" will testify.

Established as a special survival course for members of the armed forces by Kenneth P. Emory of the Bishop Museum, Coconut College has taught more than 100,000 men in the past two years the scores of ways in which not only life may be sustained but living made comfortable from the plants, birds and fish found on nearly every island in the Pacific. The course is a required subject in the VR-11 ground school.

Coconut College takes its name from the fact that the hardy coconut tree is the basis of island survival---for coconut meat and milk alone will keep a man alive and healthy for weeks.

SHELTER AND CLOTHING

But the coconut tree yields far more than food. Its bark may be made into cloth for clothing or mosquito netting; the husks make fairly comfortable footgear as well as punk convenient for preserving and transporting fire.

The fronds make huts, roofs, mats and baskets, and the coconut itself becomes a water bottle. A half-coconut can be made into a lamp, burning oil extracted from "coconut cream," which is also a seasoning for food. The oil can be used as a sunburn preventive.

OTHER TROPICAL PRODUCE

The coconut, however, is supplemented by many other plants. A table laden with fruits, roots and nuts at Coconut College illustrates the variety. Attention is called to the pandanus, breadfruit, papaya, avocado, jack fruit, pomegranate, mango, star fruit, yam, taro, sweet and sour sop, Tahitian chestnut and tropical almond.

Most of the nuts and roots have to be cooked to be palatable, and there is no claim that baked breadfruit, dug out with a whittled spoon and dipped in coconut cream, is the most delicious food in the world. It has been proven, though, personally by Emory on many expeditions throughout the Pacific islands, that these fruits and nuts, supplemented by fish, will keep a man healthy indefinitely. Important advice on what NOT to eat is also given.

NATIVE ATMOSPHERE

Coconut College, located on the grounds of the Bishop Museum, is officially under the Army Central Pacific Base Command. Its three-hour course consists of a lecture either by Emory or his assistant, L. G. Hudson, and a series of practical demonstrations, usually by servicemen helpers, in the various uses of tropical produce. A sort of native village has been set up to lend the proper atmosphere.

Pointing out that most Pacific islands are favorable to sustaining life, Emory assures his students: "It is no longer a problem of mere survival. There are fruits which are more nourishing and others more palatable than any we have found elsewhere. They are too perishable to ship---so the rest of the world is denied these foods which you, as a castaway, may eat as you like."---BRIT ENGLUND.

COCONUT FOOD---G. Z. Wheeler, PhM2c, chef at Coconut College, makes coconut cream, a food seasoning, by grating the coconut meat and then squeezing it through a cloth.

COCONUT SHELTER---VR-11 officers and men pay close attention at Coconut College as R. H. Fugat, AMM1c, demonstrates the weaving of palm fronds to make watertight shelters.

'MOST PRECIOUS CARGO' GOES TO IWO VIA NATS

THIRD MARINE DIVISION HEADQUARTERS, IWO JIMA---*The most precious cargo on this island of agony today, whole blood has been a miraculous factor since the battle began . . . Its arrival here brought a smile to the lips of overworked Navy doctors in the forward areas...*

---Sgt. Ralph W. Myers, in a copyright story to the *New York Times*, during the early days of fighting on Iwo Jima.

Proud of their opportunity to aid the wounded devildogs of Iwo, NATS Squadrons 2 and 11 flew 1100 pints of whole blood from West Coast cities each day during that historic campaign.

From the time it leaves the veins of patriotic citizens in San Francisco, Oakland, Los Angeles and Portland, this type "O" blood is rushed by both land- and seaplane to the wounded one fourth of the world away at a speed of three or four miles a minute. It moves through every NATSPac station with top-priority urgency, leaving the coast at Oakland after local collection or delivery there from Los Angeles by VR-3, and from Portland by VR-5.

Plywood boxes insulated with spun glass and ice hold 16 pints each. Temperature is kept between 36 and 50-degrees Fahrenheit. To assure this, re-icing is performed at stops along the route somewhat as railroad perishable foods cars are iced on long hauls.

Whole blood given to the wounded replaces lost corpuscles as well as volume, whereas plasma replaces only volume. However, successful use of whole blood depends on the swiftness of its delivery. To help insure that swiftness, NATSPac is cutting days to hours between home and the fighting fronts.

BLOOD REACHES GUAM---Forty-two hours previously this blood was in Oakland, 6500 miles away. Now it will be rushed to the U. S. Naval Blood Distribution Center adjacent to the Agana terminal. Bottles are placed in refrigerated, metal-lined vaults to await the final, brief trip to Iwo's battered beaches.

UTILITY vs. COMFORT---In the top photo is a typical scene of passengers making the best of war-time air travel in the Pacific aboard a regular R5D cargo ship. Hard utilitarian bucket seats or folding canvas benches line the cabin sides in cargo models, but men usually prefer to sleep on the deck or on the cargo itself. In the second photo, in sharp contrast, is the cabin interior of the new NATS all-passenger plane that accommodates 36 to 44 persons in easy-chair comfort, enabling them to reach their destination ready for duty.

NEW ALL-PASSENGER PLANES ADDED TO NATS

FORECASTING what may be expected of transoceanic commercial airliners in the immediate post-war period, a new all-passenger plane was added during March to NATSPac's fleet of four-engine Douglas R5D Skymasters.

Designed to meet increasing passenger demands and capable of carrying 36 to 44 persons---depending on the length of the hop---the first ship of the new all-passenger fleet was placed in service by VR-11 between San Francisco and Honolulu on a normal 11-hour-and-40-minute schedule.

Contributing to passenger comfort in NATSPac's new planes are features ranging from a flight-kitchen unit to outlets for electric razors. Replacing the hard bucket seats, individual reclining chairs, four abreast and upholstered in green, are arranged in pairs along each side of the transport. Cushioned leather-covered arm-rests contain "pull-out" ash trays.

NATS' AERIAL ROAD MAPS

MANY A NATS PASSENGER has been awed by the accuracy with which his plane commander ends a long flight over trackless seas by steering his ship directly to a pin-point atoll, making a pattern turn, and landing at the right airport on the right island.

But this is no mere happenstance. Supplementing the pilot's navigational aids is the route manual---a veritable road map to the airport. Its illustrations and descriptions show the dimensions of the landing strips, heights of any nearby obstructions, and radio frequencies---just about everything, in fact, except where the heads are.

NATSPac alone has dozens of planes in the air all the time. Add to these the hundreds of others flying throughout the Pacific every day and night, and it becomes apparent how great and urgent is the demand for current, uniform aerial road maps. Between San Francisco and Manila the maps are known as the Pacific Airways Route Manual (Hydrographic Office No. 503), product of the Air Navigation Office at NAS, Honolulu.

EARLY DAYS

NATSPac has had a major hand in the evolution of this pilot's bible. It began, actually, in 1935, when Pan American Airways pioneered the transpacific air route. Into loose-leaf books PAA placed the latest detailed information about harbors, landing areas, alternate and emergency landing areas, obstructions and facilities available to pilots along air routes to New Zealand and China. These data were supplied to the Navy at the outbreak of the war.

In September, 1942, Comdr. T. E. Gillespie, then Pacific NATS Officer on CinCPac's staff, took charge of the embryo Route Manual Office at Pearl City. He and W.J. Mullahey, PAA section superintendent, worked out the pattern for the all-NATS route manual. The first issue appeared in January, 1943.

Lt. Comdr. E. J. Greer, who was ComNATSPac chief staff officer in the spring and summer of 1943 (and is now in ANO, Honolulu), strove so successfully to improve the quality of the manual that it was adopted by AirPac for all Pacific Fleet air units. By October, 1943, when the Route Manual Office was placed under NATS staff, the manual covered the SoPac area from Hawaii to Australia.

In April, 1944, the office moved to NAS, Honolulu, and took over the NoPac manuals of VR-2, VR-11 and PAA. By then the Pacific Route Manual was a 500-page mammoth.

INCREASING SCOPE

Lieut. D. S. Parker assumed charge of the NATS Route Manual Office last December. From his headquarters in the nose hangar to the issuing offices of all NATS squadrons in the Pacific go the route manual and its correction pages.

Use of the NATS manual by many non-Navy organizations attests to its general excellence. With a professional touch, the Route Manual Office has produced amazingly detailed charts and descriptions of each new field in the Pacific. In many instances the complete data have been ready, with the help of reconnaissance units, before the airports were cleared of Japs.

However, the increasing scope and volume of coverage required that, for uniformity and efficiency, one agency alone should be responsible for the manual's compilation and printing. The Air Navigation Office, supervised by Lt. Comdr. W. E. Shaefer, assumed the job four months ago.

Keeping pace with the war against Japan, the route manual has developed from rough, mimeographed sheets to a printed, multi-colored volume. Today, its aerial road maps are better and surer than ever---and they all point straight toward tomorrow's targets.

COMPARE ROUTE MANUALS---The NATSPac Route Manual is compared with its predecessor, the PAA Pacific Route Manual, and its successor, the ANO Pacific Airways Route Manual, by Comdr. T. E. Gillespie (center), Lieut. D. S. Parker (left), and W. J. Mullahey, PAA section superintendent.

NEARER TOKYO---With transport airways nearer Nippon constantly coming into use, Lt. Comdr. W. E. Shaefer goes over route manual changes daily at his Air Navigation Office headquarters in Honolulu, where the ANO Pacific Airways Route Manual is compiled and printed.

KWAJALEIN

UNTIL RECENTLY, NATSmen knew Kwajalein as about the most uncomfortable spot in the Central Pacific. For months after the Marines blitzed the atoll, NATS struggled for facilities on the tiny island which overnight became a turbulent, crowded military community. A suggestion of the early, cluttered days is contained in the lagoon scene (above), taken from a cement blockhouse on the beach which the Marines assaulted.

But things are changed now. Kwajalein, once dreaded for its noise and dust and congested barracks, has become popular with flight crews and ground-unit personnel. They declare that the "NATS Hotel" and adjoining area are the best quarters in the CenPac.

KWAJ GROWN UP

The accompanying photographs show Kwajalein "grown up." Everything has gotten bigger---except the island. No made-to-order miracle, improvements were a long time coming. Progress was slow and painful---from tents to temporary barracks to the shipshape buildings now filling the area.

It was last October before NATSmen had more than a roof over their cots. During December the building boom revolutionized life in the Marshalls. In that brief period, Kwajalein emerged as a trunk-line stop on air routes into the CenPac and the hub of a north-south sky shuttle.

Transient traffic was heavy and constant. Planes were arriving and departing around the clock. As schedules increased, more layover crews sought temporary quarters in which to rest up for the next leg of a gruelling journey. Finishing touches are still being added to the Kwajalein facilities.

CROSSROADS

THE PICTURES

The results of a well-laid plan for adequate accommodations are pictured on these two pages.

NATS is now housed in an area to itself, operating the "NATS Hotel" for transient crews and passengers as well as housing and feeding all the members of the largest NATSPac unit west of Honolulu.

Clockwise around the quadrangle entrance to the NATS area (top right) is a building for certain transient officers; the officers' recreation hall, nattily trimmed with a large, indirectly lighted sign; the BOQs; and the hotel office. Behind the office are enlisted men's barracks. By the beach, in another section of the area, is a smartly furnished enlisted men's club.

At the hotel office (lower right) two officers are being assigned a room as they check in for duty with the NATS unit. The seafront officers' recreation hall (lower left) is heavily patronized by Kwajalein's ever-growing stream of transients.

Down on the airstrip, the compact layout for NATS operations (above) is enclosed by a neat picket fence separating buildings from the plane parking mat. The big quonset at left is the passenger and cargo terminal. A mechanic is pulling a battery cart out to the plane. The three small quonsets house Engineering, Administration and Flight Control. Inside the terminal (upper left) passengers check in at the traffic counter.

Taken from the midst of shoreline war debris is a view (left center) looking toward the end of the Kwajalein land strip. Note the offshore reefs. Richardson Theatre (right center) is where many a NATSman can be found relaxing of an evening.

FAREWELL, So'Pac!

NATSPAC LAST MONTH lost its best liberty town west of San Francisco. News that VR-13 had ceased operations at Sydney sent a nostalgic pang through many a NATSman. "No matter what devil of a good port we land in next, we'll never forget old loves in Sydney," wrote Packet's VR-13 correspondent, Frank O'Connor, Y1c.

NATS Units at Auckland and Suva were closed, too. As the scene of battle shifted farther north and west, ever-mobile NATS moved with it. The stations so critical to war strategy in 1942 and 1943 closed quietly, and their personnel flew to new posts.

"Routine closing," said Lt. (jg) James Kratz, ex-OinC at Auckland. "We just shut the books, packed up and grabbed the last VR-2 northbound."

A sentimental farewell to the "jewel of the SoPac" came from Lt. Comdr. J. S. Ziemen, ex-OinC at Suva. "It is with regret," he wrote, "that we break up and leave one of the finest bases in the history of NATS. We dislike discharging our loyal and faithful civilian employees. But retirement pay has been obtained, and every effort will be made to get them other work."

The greatest sentiment, however, was apparent among the suddenly Sydney-less officers and men. Packet Writer O'Connor put it this way:

"To climb from a NATS plane and board a bus for the Carlton or Australia Hotel---headquarters for Sydney liberties---used to be a pleasure only to be exceeded by liberty in Oakland. Drifting into a large evening in King's Cross was something the NATS crewman said he didn't do, but was privately glad he did.

"Sydney is the nearest thing in Australia to an American city. Its personality, probably because of its steep streets, harbor district, out-of-date trams, and its ferries which haul to and fro commuters who dwell across the bay, is much like San Francisco. Everything in Sydney is on a more limited scale, of course---except its charming women . . .

"The girls of Sydney are what the French would call *sympathetique*. The Sydney secretary---or salesgirl, nurse, technician or homebody---is possibly a little more vivid than her American sister. At least she seems so to eyes bored with the monotony of SoPac scenery. She is charmed when a visitor blows her to a five-shilling (or 80-cent) meal and leaves the waitress a florin (or 32-cent) tip, and delighted when he treats her to Royal Lounge seats at the theatre---at a fee which would hardly buy him a matinee ticket at home. (We've never found an Oakland girl who will get chummy over an 80-cent dinner.)

"And the windup of a liberty in Sydney---almost as good as a vacation at home---was a whirl at Bondi Beach...

"Well, as the book says, all good things end, and NATS has probably flirted its last empennage at the towers of Sydney. NATSmen have kissed the gals good-bye, promised to come again some day, and started planning for liberties in Manila and Shanghai."

SUVA CIVILIAN---Sekove Maiyale---"Jacob" to NATSmen at Suva---is one of the faithful Fijians who will be greatly missed now that NATS Suva is no more.

One of the native crew, Jacob switched with ease from loading cargo to serving tea. Once he single-handedly unloaded 1100 pounds of cargo from the barge to the baggage truck to the cargo room. Not a piece of it weighed under 200 pounds!

Jacob and his companions, who came to NATS from PAA, have received heartfelt Navy thanks for their outstanding work; and, more tangibly, they are being put in line for retirement pay. Now that NATS has left Suva, they expect to get jobs elsewhere or "go for bush."

RATED, ROTATED AND PROMOTED

FORTY-THREE OFFICERS received promotions and 212 men were advanced during March, while 186 were rotated either Stateside or to overseas duty. Thirty of the advancements were to chief petty officer.

Figures are for all NATSPac squadrons except VR-5, whose report did not arrive in time for publication.

New lieutenants are Arline M. Timberlake of VR-2; G. C. Hartman, A. H. Carpenter and W. B. Neil of VR-12; and Abel G. Whitener of VR-13.

Promoted from ensign to lieutenant (junior grade) were Thornton V. Allen Jr., Franklin J. Gray, Elroy A. Coppenjans, Andrew H. Quinn, Eugene F. Schoeck, Joseph W. Cooper Jr., Robert A. Albin, Lee Berns, Arnold E. Eskel, William J. Kopischke, John E. Croft, Robert R. Lowry, John J. Roche, Rhangner E. Ahlmark, Lorenzo J. Forsey, Felix M. Peyrefitte, Robert L. Dunning, Franklin E. Weston, Jack Ericksen, Albert H. Temple, Bernard Jensen, Stanley S. Savitski and Saxton A. Weir of VR-2; H. W. Bance, E. H. Bock, Joseph E. Jones, John Burkholder, Jack D. Stone, Richard Montgomery and J. A. Ransom of VR-4; H. J. Johnson, N. C. Roberts and R. E. Nice of VR-11; A. G. Rytina, E. E. Postle and R. E. Hansen of VR-12.

Walker Axcell and William B. Slocutt of VR-10 were promoted to chief machinist.

Newly rated chief petty officers include H. P. Collins, CY, of NATSPac staff; Edmund F. Foley, Lynn C. Overman, Morris J. Many, Herman A. Mountz, Charlie H. Taylor, C. F. Wendland (now transferred)---all ACMM, John A. Chaney Jr., ACMMF, Perry C. Sharp, CCM, Robert F. Griffin, CSpV, Lyle E. Morrison, ACRM, Lawrence Wiley, ACMMP, Ernest D. Gray, ACEM, of VR-2; H. R. Duncan, CY, R. Marks, CBMA, A. E. Shaw, CCM, Z. J. Viereszko, ACM, W. L. West, ACMM, of VR-4; Clifford L. Kiker and H. E. Schwartz, ACMM, D. E. Sines and D. F. Watkins, ACMMH, and Fred H. Krebbs of VR-10; M. A. Parry and Robert L. Clark, ACRM, of VR-11; Thomas R. Harmon and Thomas R. Hayward, CY, John K. Temperly, CAerM, and W. J. Pryor, CSKD, of VR-12; Francis M. Bodani, CSK, Henry M. Chandler, ACMM, and M. C. Chutuk, ACRM, of VR-13.

MAINTENANCE AID---Illustrated is VR-13's portable dynamotor test unit, with its co-inventor and builder, Zoel J. Caron, ART2c, at the controls.

Conceived with the expectation of highly mobile squadron operations, this dynamotor test unit is an advanced-base model. It can be plugged into aircraft power supply and can test all R4D and R5D dynamotors.

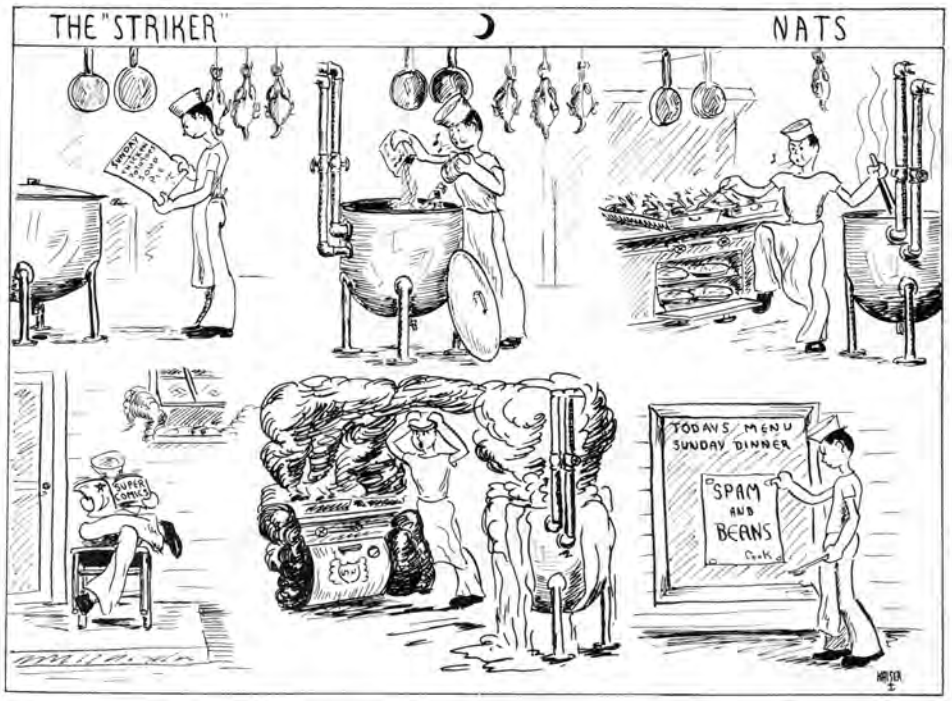
M. C. Chutuk, ACRM, helped with the planning, and Caron built it in about 40 man-hours---partly on official time and partly on his own.

QUICK ACTION SAVES CORONADO

Damaged on a reef in the Marianas Islands, a VR-2 Coronado began taking on water at an alarming rate one day last month. Although a rearming boat came alongside to pump out the rising flood, it appeared questionable that the ship could be saved.

Then two bystanders, Eben P. Parker, BM2c, and James H. Price, S2c, went into the water fully clothed and, under most hazardous conditions, worked beaching gear into position so that beaching on the ramp was possible.

For "alertness, good judgment and courage" the two men have been commended by the squadron commanding officer, Lt. Comdr. M. L. Hoblit.



Natsketches

FIGHTING MEN...whole blood...letters from home, three vital needs of the Pacific war, are rushed westward day and night by NATS. With equal speed...tender loads are moved eastward: the wounded. This first of a series of NATSKETCHES focuses on these evidences of the urgency of NATSPac's war mission.

When Packet Artist Alfred Dupont, PtrVic, sketched a planeload of marines, nurses and sailors embarking at NAS, Honolulu, late in February, he little knew that they were off to join in the assault on Iwo Jima. Then, when Dog Day came, all but top-urgent passengers stood by while whole blood---thousands of pints of it---flowed via NATS' aerial arteries to Guam and Saipan for forwarding to Iwo's red-stained beaches.

Mail was top-bracket stuff, too. As with all men, thoughts of home were part of the marines' fighting stamina.

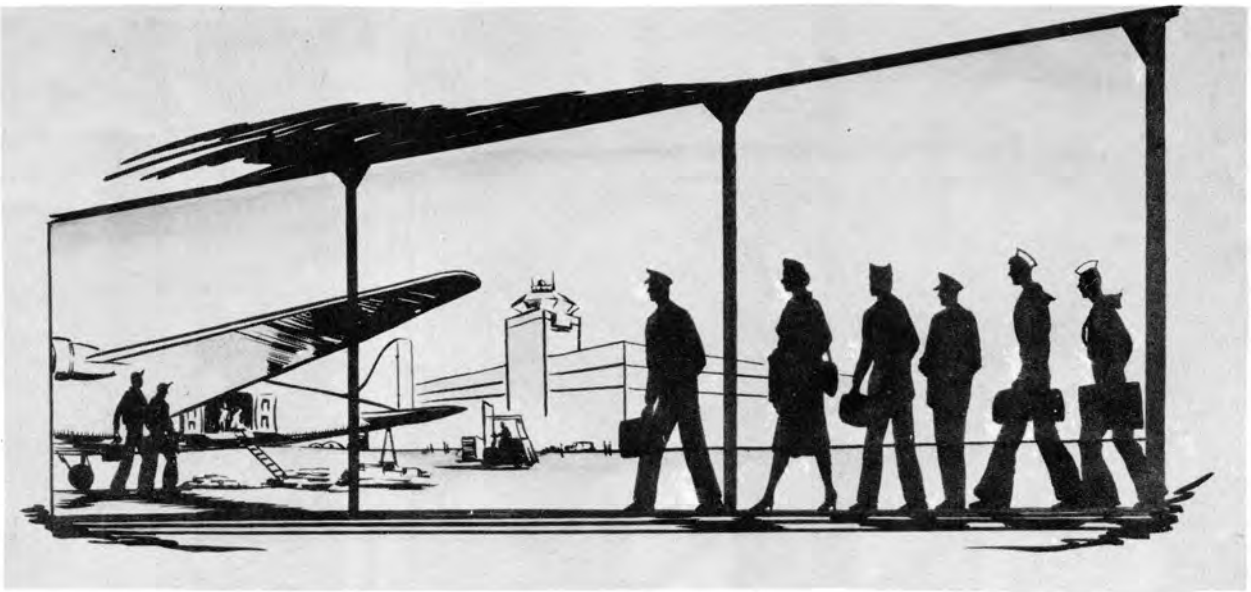
And then...the wounded. Back to clean hospitals and gentle care---scores of them aboard NATSPac's giant transport-evacuation planes.

This is just part of the day-in-and-day-out task of NATSPac---from the West Coast to the Philippines.

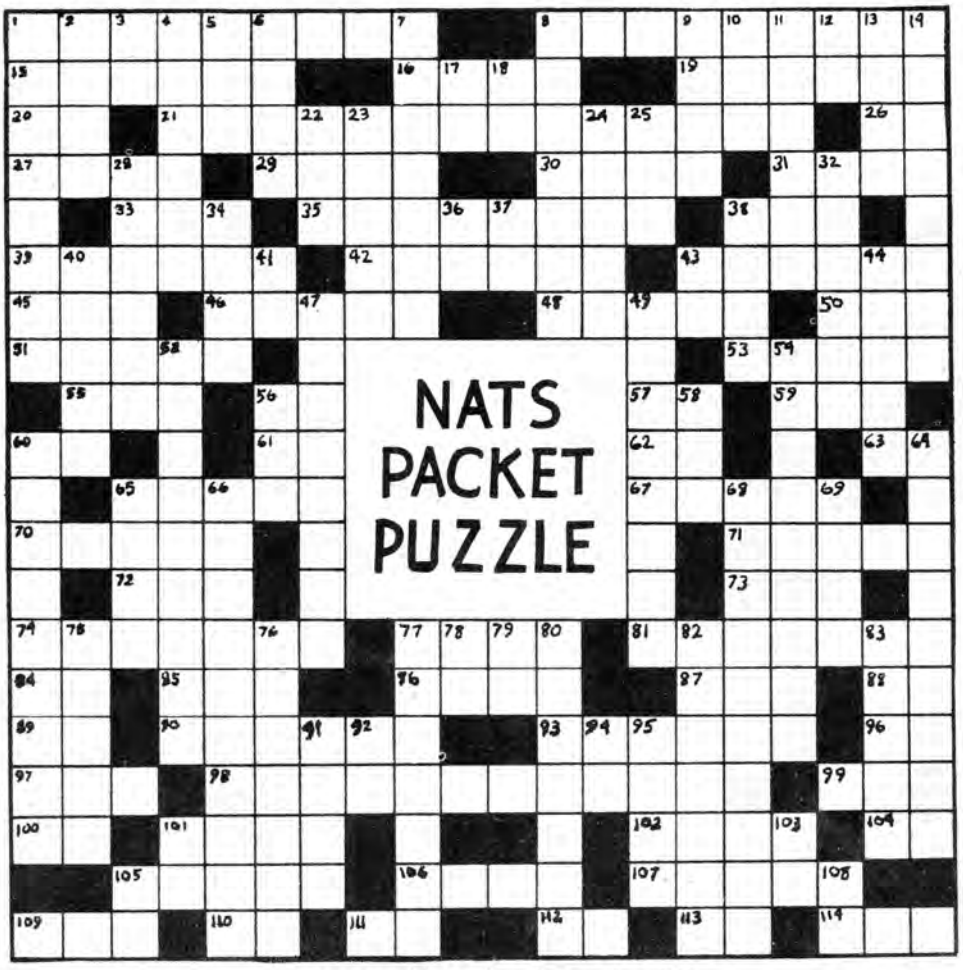
This blood . . .

. . . may have saved these lives.

"... as vital to victory as bullets..."



... all you in Tokyo!



(Answer will be found on page 16)

ACROSS

1--NATSPac's long-distance landplane.
8--Three stripes.
15--Only Iwo Jima was tougher.
16--Always.
19--VR-5 has units there.
20--Navy enlisted man with wings.
21--Not all of these are in Russia.
26--To some, a Latin conjunction; to others, the past tense of 'eat.'
27--French word for 'night.'
29--Prepare for publication.
30--To veer or tack.
31--To throw.
33--A movable cover.
35--Issuing forth.
38--Unit of internal capacity for ships.
39--Makes amends for an offense.
42--Pacific.
43--SoPac unit.
45--French for 'king.'
46--Existing things.
48--What stockings aren't made of anymore.
50--Regret.
51--A small wheeled truck.
53--Some airplane wings have them.
55--First name of famous first baseman.
56--Fort (abbr.)
57--Symbol for tantalum.
59--Lyric poem.
60--Greatest nation.
61--Southern state (abbr.)
62--Neuter pronoun.
63--Rupees (abbr.)
65--Bigger than a squadron.
67--Group of islands east of the Fijis.
70--A place to land.
71--Sick person.
72--Scarce commodity in the tropics.
73--Starboard (abbr.)
74--Moslem tower.
77--Aleutian island.
81--Where ocean tide meets river current.
84--Indefinite article.
85--Sailor.
86--Symbol.
87--Something to chew on.
88--For example (L).
89--Slang for a junior officer.
90--Halting places.
93--To covet.
96--Greek letter.
97--First stop in reporting in.
98--Not a very popular fellow these days.
99--Route.
100--Right (abbr.)
101--Period of time.
102--Largest continent.
104--Germany's elite corps (abbr.)
105--Species.
106--Cape on southern tip of Hokkaido.
107--To go up.
109--When this has been sent, the navigator can relax.
110--Direction.
111--Correlative of 'either.'
112--To proceed.
113--Ream (abbr.)
114--Doorstep to Japan.

DOWN

1--Banner.
2--Hawaiian for 'keep out.'
3--Year (abbr.)
4--Builder of the Mars.
5--Veneration.
6--Rescue.
7--British news agency.
8--Red dye.
9--What you get for minor offenses.
10--High in pitch; also German for 'bold.'
11--Location of NATSPac headquarters.
12--Symbol for dysprosium.
13--One who lives in a scanty fashion.
14--Rungs for shrouds.
17--New England state (abbr.)
18--East Indian (abbr.)
22--Suffix denoting 'like.'
23--Boundary.
24--City in northeast France.
25--Suffix for 'one who does.'
28--Panay (P.I.) seaport.
32--Untrampled
34--To challenge.
36--Symbol for rhenium.
37--Initials of England's annual steeple-chase classic.
38--Converts into leather.
40--Instruments.
41--A continent (abbr.)
43--The skipper.
44--External.
47--Plane launcher.
49--Angular distance of a celestial body from the ecliptic.
52--To grease.
54--Great circle of the earth.
56--Slang for acute inflammation of the throat and bronchi.
58--Transport Officer (abbr.)
60--Conspicuous northern constellation.
64--Devices for applying paint evenly (two words).
65--Facial expression.
66--The department that always knows where the planes are.
68--A kind of flower.
69--White.
75--A mold of metal.
76--Expunction.
77--One who tries.
78--Polynesian tree.
79--Type genus (abbr.)
80--Annulment.
82--To cut off.
83--Twin of Romulus.
91--A minute opening.
92--Spanish article.
94--Half an em.
95--Country in southeast Asia.
101--Personal pronoun.
103--Anglo-Norman.
105--Southern state (abbr.)
108--Seventh note on scale.

RECEIVE COMMENDATION

For the outstanding quality of their maintenance work while on the crew of a special flight carrying members of the House of Representatives Naval Affairs Committee on a tour of Pacific bases in December, Theodore C. Williams, AMM2c, and Alfred C. Grundmeyer, AMM1c, of VR-10 Inspection, received a commendation last month from ComNATSPac.

NATS-PACIFIC NEWSHOTS OF THE MONTH

NATS WAVES!---Here are five of VR-5's 19 Waves, lined up for review by Captain D. W. Tomlinson, ComNATSPac, during his recent visit to Seattle. The Captain was on an official inspection trip in connection with the addition of the Alaska squadron to NATS-Pacific.

GOING HOME FROM JAP PRISON---Bewildered and shy, little Olivia Jane Pardew sticks close to her mother at the NATS Honolulu terminal during an interview by newsmen.* For her mother, Mrs. Anna Bonner Pardew of Portland, Ore., it was a trip home---but not for Olivia, who had spent nearly all of her three and a half years in the Santo Tomas Jap prison camp. She was the first child to fly from the Philippines via NATSPac.

*Bob Garrick, NATSPac correspondent; Ernie Hoberecht and Clinton Green, war correspondents.

PURPLE HEART PRESENTATION---On their Philippines inspection tour in March, Comdrs. C. F. Luethi (ComNATS staff) and J. E. Harlin (ComNATSPac chief staff officer) stopped at NATS Unit Samar to present Purple Heart awards to (left to right): Odess Williams, S1c, Edwin Sexton, SpV3c, Frederick Schwabe, AMM3c, and Albert Wagner, AMM2c. Comdr. Luethi is seen pinning the decoration on Wagner. Behind him stand Comdr. Harlin and Lieut. James Cordon, OinC of the unit.

INITIATION---As it must to all good, new CPOs, a dunking in the drink came recently to Chief Yeomen Fred H. Krebbs (seen climbing out of the lagoon), Thomas R. Harmon (outward bound) and Thomas R. Hayward (not pictured). Harmon and Hayward are VR-12 men, and Krebbs is of VR-10. All are at Honolulu, where the traditional ceremony took place. G. P. Bowman, CSKV (overseas cap), and W. I. Smith, CY, are swinging the victim. R. L. Smith, CY, beams approval.

NATSU NOTES

PHILIPPINES

Not a navigator of VR-13 logged fewer than 160 hours in the 28-day month of February. And that was the second month of the same routine. Intensive schedules to and from the new Philippine areas kept the navigators shooting and plotting until they were almost punchy. But six new navigators have arrived to ease their load, and now the weary men are able to relax a little.

SOLOMONS

Sad Sack III, NATS Unit Guadalcanal's mascot, became a recent war casualty; but before the tears had dried atop his grave, his canine successor, Tippy, torpedoman third, was aboard. Our not-so-dumb NATSmen at Guadal tell it this way: ". . .the day after Sad Sack III's death, a sailor turned up with a dog named Tippy. It almost broke his heart when we told him that the dog could not be taken on the plane. . . . Tippy has a complete Navy health record showing his steady advancement in rating from apprentice seaman. Also, the record shows that he is not susceptible to bed-wetting. All of which is signed by his forepaw print. Since Tippy could not go on the plane, the next best thing was to have him report in at NATS Unit Guadalcanal, where he is now striking for TM2c."

MARSHALLS

Ebeye, long noted for its anti-seaplane conditions, got a specially heavy dose of high winds and big swells not long ago. Ten planes, 18 crews and 144 passengers piled up on the tiny island. So enthusiastically did the Ebeye NATSmen dispatch planes when things calmed down that up went a record: six planes were fueled, six crews were briefed, six loads of passengers were processed, and the six flights were all in the air in just 84 minutes---14 minutes per plane.

ADMIRALTIES

In Gold Rush days, when nobody could possibly have dreamed of Pearl Harbor or even NATS, the "forty-niners" couldn't get their shirts washed in teeming San Francisco, so they sent them by clipper ship to the Orient for a nice Chinese laundry job. With equal zeal for cleanliness, many a VR-13 NATSman in SoPac somehow or other has been getting his khakis transported hundreds of miles to Brisbane for a laundry's waiting suds. But now, we hear from our westernmost Squadron neighbors, a pair of enterprising messmen have corralled some buckets and the only two flatirons in their whole end of the Pacific, and have gone into big-scale competition with the Brisbane arrangement. They have even borrowed a decrepit washing machine from the Army. Aside from such production problems as a falling coconut which knocked out their wiring, these service men are doing the roaring business they deserve.

BAY AREA

"Drinks," reports our knowing Bay Area bar-fly, "are now averaging three fourths of an ounce per serving here." In some behind-the-counter sleuthing, he discovered that certain joints are using special bourbon-colored ice to make their drinks look stronger.

HAWAII

Lt. (jg) Carroll L. Farrell, whom the Japs shot down over Truk lagoon, has joined VR-11 as aviation equipment officer. It was last April 29, during the second big carrier strike against the Carolines that his TBF went down. But a Kingfisher observation plane came along and towed Farrell and crew to an American ship. Before

Lt.(jg) Farrell

coming to the peace and calm of VR-11, Farrell flew in raids on the Marshalls, Truk, Peleliu, Yap, Woleai, Ulithi, Saipan and Guam.

AUSTRALIA

Aussie wives! G. C. Jenkinson, ACMM, and E. C. Henry, Cox, have each taken one. The two VR-13 men obtained Com7thFleet's approval, then got 30-day leaves in lieu of rotation. That was all it took---within the month they said "I do," honeymooned and bade farewell. It's a hit-and-run war!

ALASKA

Fashion note from NATSPac's arctic circle of friends: the well-dressed member of VR-5's Far North detachment is now wearing a knee-length sealskin parka with wolverine-trimmed hood; sealskin trousers; muskrat cap and opossum mittens.

SKYMASTER COMMANDER
TARAWA EVER ALASKA
AP REVOLUTIONISTS ET
NUIT EDIT CAST HURL
D LID EMERGENT TON I
ATONES IRENIC CANTON
ROI FACTS NYLON RUE
DOLLY A A SLOTS
LOU FT TA ODE
US B LA IT N RS
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MINARET ATTU ESTUARY
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JG ETAPES DESIRE MU
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RT HOUR Y I ASIA SS
GENRE ESAN MOUNT
ETA SE OR GO RM IWO
ANSWER TO PUZZLE ON PAGE 14

NAUTICAL but NATS

TORN FROM THE SKETCH-BOOK of VR-11's Lieut. Joe James

"ER. . .CAN YOU HAVE THIS ONE READY TO GO IN, SAY, THIRTY MINUTES?"

"GADI I'D HATE TO MAKE A TRIP WITH THAT PLANE COMMANDER!"

"...AND GUESS WHAT, DEARIE--
--MY JOHN HAS JUST BEEN PROMOTED TO SECOND PILOT."

Very best wishes to
the men of NATS.
Fondly,
Noel Neill
NATS PACKET
PINUP